

FAIR AND JUST

An Eight-Hour Work Day for Railroad Train Service Men Will Make Better Citizens.

(Submitted by Roy E. Hale.) A statement has been frequently made by the railroads that the present demands of the railway train service employees are not really for an eight-hour day, but are intended to secure increased wages.

This is not true, as the employees composing the four brotherhoods want shorter hours. They want their working day to be as near eight hours as it can be made.

To any reasonable person it will be apparent that it will be useless to secure an eight-hour day unless there is some penalty attached for overtime. In all the trades where the eight-hour day obtains, there is an extra charge for overtime; otherwise, there would be no eight-hour day, the rate would go on at the same rate per hour just as long as the employee wanted to work the day.

It has been amply demonstrated that eight hours' hard work is enough for any man and any hour he works over eight, simply draw on his reserve energy and vitality, shortening his life and his available working years. It has also been proved that a man working eight hours is more efficient, does better work and in every way is a better citizen than a man working longer hours.

The railroad train service employees, in asking the railroad companies for an eight-hour day, also ask for time and one half for overtime, but this extra rate is merely a "penalty" upon the railroads and is considered an effective method for preventing overtime. "Overtime" is commonly called "blood money," and is the very life out of the employees. We trust that the public will consider the fact that it is the "overtime" and exposure that are "wearing out" the employees and prompts many employers to set their employees' age limit at 21 to 35. In other vocations a man can work at least thirty years—note the difference in railway work. Considered in this way the railway employees could, in exact justice, ask for their present rate of pay, but they are not seeking the "increase," but desire better conditions.

The physical and mental strain on train service employees, compelled to work long hours, is beyond comprehension by the average mind. Virtually all the accident and old-line insurance companies classify railroad work as extra hazardous, many of them refusing to insure railway employees on account of the great risk of loss, and where these employees are injured there is a definite limit set on the amount of the risk and an extra charge is made to the insured.

In reality, the railway employee receives a less hourly rate of compensation than almost any other trade. A hod-carrier receives \$4.50 for eight hours—or about fifty-six cents an hour. The highest paid train conductor receives fifty-five cents an hour. If the hod-carrier worked as many hours as the railway conductor he would draw a larger salary and could then be named by the railroads as the "aristocrat of the labor world."

If the railroads complain that "time-and-a-half" means in some instances an increase, let them avoid the increase by avoiding the overtime, for that is the desire and purpose of the employees.

The railroads claim there was an increase in wages to the men, of between thirty and forty-two per cent from 1903 to 1914. This is partly true, but the price of living and the additional work required of the employees has more than offset it. Also, the said wage increase came mostly to the employees having regular assignments and established hours for service, but the very great majority of the employees, who work in the irregular freight service and are allowed to work the day if sufficient freight shipments come to hand, but who lose the day's work if the business does not come—these "irregular freight service" employees gained almost nothing, but were crowded back to an hourly compensation, instead of mileage basis, by excessively long trains; or, in other words, the railroads, to recover the 1903 to 1914 wage increase, gave each of their regular freight crews two trains to handle instead of one, and this not only deprived other crews of a train and their day's work, but kept the "double train" dragging along the railway until it has, in many places, become the practice of the railroads to work the employees sixteen hours and merely allow them the eight hours' rest, anywhere, and then continue on with this "freight drag" as it is called by both officials and employees.

So the net result of this is really a decrease in the earnings of the great majority of employees, since they are forced from fast miles at so much per mile, to slow, long hours at the same rate per hour and handle two, and often three, trains where before they handled one, and many other duties added.

There are some railroads that require the full sixteen hours' work, at all times, from their employees, and it seems that the only reasonable and humane solution for this practice must be the present movement. The railroads declare that the employees are demanding a \$100,000,000 increase, but admit that upon many lines and in many places there will be but little change. There may be some inconsiderable increase, but nothing like what the officials claim, and in the light of past experience the employees easily can predict from what source the railroads will quickly recoup themselves; additional duties for employees is always a fertile field for retrenchment.

But if the employees win what they ask for, the public will soon find them an improved class of workers and citizens, and along with this, the public will also secure an improved railway service and prompt freight movement.

The railroads are circulating printed statements showing names of train employees who are being paid large wages, and they are doing this to lead the public to believe that, because a few men are earning large salaries, it is an example of what the average train service man is getting. Invariably the men whose names appear upon the lists as examples of large salaries being paid to railway train

employees are men engaged in fast passenger runs and are exceptional cases. They should not be used as examples of what the average train service employee gets, because in the present demand for an eight-hour day the passenger service is not included.

The public who do not always understand railway conditions and railway workers hear only the railway side of the story. In the railway talk of moving terminals there is but little to heed. The railroads can expedite their freight service and continue with their present terminals if they really wish to do so. In some few cases there may be a couple of hours overtime.

When an engineer has drawn a check for \$263 and a conductor a check for \$247 for a month's work, the railway call attention to this, but neglect to say that these men worked fifteen hours and twenty-five minutes every day in the month and secured most of their sleep in a box car "caboose" out along the line. Later, when these men lay off to recuperate, their big check must, of course, dwindle, and soon these men are broken down and are dumped on the "scrap heap" with the other old machinery, and may be taken in by some kindly relative or perhaps find room in some distant "home" maintained by the employees' organizations. Thus they conclude their days—these soldiers of the great transportation army, these men who have safely transported countless numbers of passengers and endless trains of freight. Though the engines and cars become larger and yet larger, and though the trains become even longer, and though the hours of service become more intensely fierce, the railway employee still measures up to his work.

In the great railway yards the switchman whose tired feet strike the engine "footboard" or the cinders all day, or night, or the man in the "cab" who pulls and throws the levers back and forth all day or night, working among countless and conflicting signals and endless danger and in every condition of weather—these men should be asked to ask for better conditions. Better conditions should have been given them years ago. Twelve hours, or more, is their present day or night, when eight hours should be their limit.

The fostering by some railroads of various unfair conditions, and their usual opposition to all suggestions towards improvement and their complaint about unfair regulations has provoked a reproach from one of the most conservative of our public men. In a speech before the New York Traffic Club on February 21, ex-President Taft reproved the railroads for their misdeeds and their opposition to the laws of the land and to reform. He accused them of corrupting the legislatures and defying the interstate commerce commission and being generally unreasonable, and then warned them of a possible government ownership. The general public will give this conservative speaker serious consideration. The employees may well feel they have able counsel upon their side.

President Wilson has said that the workers have a right to say under what conditions they will work. The railway employees merely ask that the public approve their effort for a reasonable condition.

GET \$20,000 FOR NURSING MAN SUPPOSED TO BE POOR.

PLAINVIEW, Tex., April 8.—After having nursed through a long illness a laborer apparently lacking means of support, Mrs. J. D. Ernest and her daughters have learned that their patient, J. M. Tugge, of Macon, Ga., before his death, had bequeathed to them \$20,000. Tugge, it is said, had no near relatives. He arrived here recently seeking work and was said to be a member of several fraternal orders.

C. T. MARTIN OF FIRST ST. ON THE NERV-WORTH LIST

Man Known the County Over Gives Good Advice to Fellow Sufferers.

Mr. Martin's host of friends in this city and in the country districts will rejoice in his own reports to the effect that he is enjoying a wonderful gain in health and comfort. They will also be keenly interested in the means which he used to secure those results. And here is what Mr. Martin says, over his own signature: "Burke's Drug Store—I have been taking Nerv-Worth for soreness in the back, side and chest and I am glad to tell you the soreness is all gone, for which I have suffered for three years."

I was stopped up in my chest and at times I could hardly breathe and I can praise Nerv-Worth for the relief.

And I will say to all sufferers of aches and pains, if you don't want to surrender your aches and pains don't battle with Nerv-Worth or you will have to give them up.

C. T. MARTIN, 126 First street.

In the last sentence Mr. Martin takes a fall out of those strange sufferers who drift along with aches and pains the like of which Nerv-Worth banished from his life. No policy of drift for Mr. Martin. He was more than willing to surrender his ailments to Nerv-Worth and it took that wonderful tonic but a short time to take them over.

Your dollar back at the Burke Drug Store if no benefits from Nerv-Worth come to you.—Advertisement.

CHAPTER AT WESTON CITY SELLS FLAGS

For Relief of Belgians Stricken with Starvation by the War in Europe.

WESTON, April 8.—The local chapter of the Daughters of the American Revolution observed Belgian flag day Saturday as its contribution toward a nation-wide campaign for the raising of funds for the relief of destitute non-combatants in Belgium and northern France.

Fine Address. Professor Titlow, of the agricultural experiment station, made a fine address here to the Men's Brotherhood Sunday. It was a strong lecture full of meaning and interest. His subject was "The Rural Church." The speaker was introduced in a very pleasing manner by the Rev. Earle A. Brooks, and entered directly on his discussion.

Car Shortage. The Baltimore and Ohio boys have been complaining of a lack of work on account of car shortage. Some of them scarcely broke even for the last month. The trouble was largely relieved, however, last week by the arrival of nearly 200 cars from Brunswick, Md. At Richmond and other points up that way production has been curtailed by the lack of cars for shipment. Factories threatened closing down because they had no room for their output. Improvement is now expected. Many hundred of cars have been tied up in New York and Baltimore on account of the embargo against war supplies.

Sunday School Supper. The Methodist Protestant adult Sunday school class will give a Sunday school supper Tuesday evening, April 11, at the Stainaker restaurant.

Court Enjoined. With Judge Linn Brannon of this city presiding as a special judge, the circuit court of Upshur county recently enjoined the county court from selling the road bonds voted in an election some weeks ago in Buckhannon district of Upshur county, the reason being that the election was not called in accordance with the law.

Open Air Concert. The Weston Concert band is arranging to give occasional open air concerts during the coming summer. Prof. Homer Hays has been re-elected director and leader. A nice selection of new music has just been received and the boys are getting in fine shape. This organization is worthy of support.

Bright Resigns. J. C. Bright has resigned his position in the railroad co-operative store and gone to Sutton, where he has a position in a bank.

Entertains Society. Mrs. McNary entertained the Dorcas Society of the Presbyterian church at her home on River avenue Monday night.

On a Visit. Dr. G. M. Burton is on a visit to his old home in Virginia.

Is Working. J. O. Simmons is working in Clarksburg.

To Build Walk. The offer of the Hope Natural Gas Company to contribute liberally toward the construction of the board walk from Jackson's Mills up Freeman's creek, as herein mentioned some time ago, makes it more likely that it will be built.

Go to Colorado. Fred Moneybenny and family left here Thursday for Colorado, where they will make their future home.

On Way Home. Lorentz Bennett, of Walkersville, was in the city Friday on his way home from a visit to Cleveland and other points in Ohio.

To Leave. Alvin Bailey is to go to Clarksburg with the Sprigg Lumber Company.

Attends Court. Attorney Robert L. Bland was at Buckhannon attending court last week.

Doctor Improves. Dr. C. F. Heath is at St. Mary's hospital at Clarksburg, where he is recovering from a recent attack of illness.

Taking Baths. Dr. J. J. Warder is taking the baths at Mt. Clemens, Mich.

Attends Conference. The Rev. E. A. Brooks was at Bollington last week attending a Sunday school conference of the Southern Presbyterian church.

On a Visit. Miss Lena Holbert, a student at Salem College, is here to spend the week end with the Misses Owens.

Addresses Students. Lee Francis Lybough, who closed the lecture course with a splendid and much appreciated lecture, addressed the student body of the high school Tuesday. Mr. Lybough's home is in Pennsylvania within a few miles of Mr. Bell's, a teacher here, and they are fast friends. His humorous address to the students was thoroughly enjoyed.

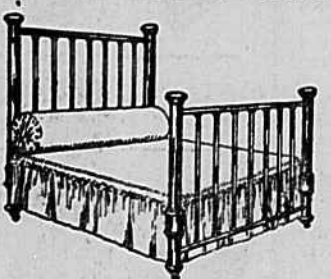
Will Move. Mr. and Mrs. D. C. Swick, of Weston.

CEMENT BLOCKS. Lime, plaster, cement, sand, sewer pipe, etc. Prices right, quality and service our specialty. Both phones. G. M. WEST, Feed Supply Store.

Anniversary Furniture Sale

Just a year ago when The Economy Furniture Store has taken on new life under a new management. A year's progress and public confidence has made ours the successful furniture store of Clarksburg. Hundreds of satisfied customers are constantly bringing their friends to our store for their home furnishings. **Saving you money is our way of celebrating our anniversary.** We offer you everything to furnish your home complete at price reductions fully one-third. Young married couples particularly should avail themselves of this wonderful opportunity. Whether you intend furnishing a single room or an entire house, you are sure to save one-third and if you want credit we will make terms especially easy for you, and bear in mind our prices are always the lowest.

Sale of Steel and Brass Beds



Continuous posts, best baked enamel or Vernee Martin. Regular price \$50.00. Anniversary Sale \$3.29
Brass Beds, regular price \$15.00. Anniversary sale \$9.85
\$22.00 Brass Beds for \$12.90
\$28.00 Brass Beds for \$18.75
A saving of over one-third.

Mattresses

We have a large stock of mattresses. We bought them when cotton was low and we are selling them during this sale at one-third less than their real value.

\$4.00 Mattresses for \$2.67
\$6.50 kind for \$4.75
\$10.00 kind for \$6.85
\$12.00 kind for \$8.00
\$15.00 kind for \$9.95
\$20.00 kind for \$13.50

BED SPRINGS

\$5.00 Sagless Bed Springs, guaranteed for 10 years, for \$3.29
\$8.00 Springs for \$4.48

Dining Chairs

\$2.00 Dining Chairs \$1.85
\$3.00 kind for \$1.67
Kitchen and Dining Chairs, worth up to \$1.50 95c

Leaking Stoves that cook and bake better and use less gas.



Worth \$20.00 for \$14.85

Special Sale of Tables and Buffets.

\$9.00 Solid Oak Tables for \$6.45
\$12.00 Tables for \$7.90
\$15.00 Tables for \$9.95
\$20.00 Tables for \$13.95
\$25.00 Tables for \$16.95
\$35.00 Tables for \$22.50
\$25.00 Oak Buffets \$15.85
\$35.00 Quarter Sawed Oak Buffets \$21.75

Refrigerators

The "Better Kind" that conserve ice, are sanitary and are strongly built. The refrigerators included in this sale answer in all respects to all requirements. The reduced prices are worthy of attention of every housekeeper. Prices from

\$6.39 Up

Sale of high grade standard Sewing Machines, 10 years' guarantee. Drop head models, worth \$35.00, for \$24.50

Cash or on Terms of \$1.00 a Week

Special Notice to Our Old Customers

Come in and have as many as you want of these marvelous sale articles added to your account without any extra charges. This applies whether your account is open or if you have closed it. Visit our store and you will realize that this sale is offering you wonderful bargains and we want you to get your full share of them.

THE ECONOMY

Popularly Known as Clarksburg's Bargain Furniture Store.

LOUIS HILLER, Mgr.

CLARKSBURG

145-147 W. Main St. Bell 654-J.

SALOON SCREENS PUT UNDER THE BAN

Kentucky Colonels Must Drink in View of Public, According to Law.

FRANKFORT, Ky., April 8.—Construing the Hutchcraft anti-saloon act, Attorney-General Logan said that a door or window of the saloon must contain a transparent glass sufficiently large so that a passerby may see the entire room. Partitions and obstructions must be removed and the intoxicating liquors must be sold in the room described in the license. A sale in any other room except the room described in the license will be held to be a sale without license.

The failure to comply with the provision to remove obstructions so as to give a complete view of the interior of the room is punishable by a fine of not less than \$25 and not more than \$100 or a sentence in jail for thirty days, or both, for the first offence and a forfeiture of the license for the second offence. This penalty is so small that it gives the police court and county court jurisdiction, but if there is an appeal in the court there is no appeal.

As provided in the bill hotels may deliver intoxicating liquor to patrons in other rooms of the building and not be punished for selling liquor without a license.

The most important feature of this section, besides the removal of the screens on days prohibited by law, is the provision making the description and delimits of the room in which the liquor is licensed for sale. Mr. Logan says this section applies to beer gardens and restaurants.

Besides the penalties pamed for the selling of intoxicating liquors in violation of the law, the first offense will result in the forfeiture of a license; this proceeding for forfeiture should be brought by the county attorney or commonwealth attorney, but, in case either of them fails or refuses to bring the suits in equity to forfeit the license, then any other person may bring suit to have the license forfeited, and, being a suit in equity, the final decision may be had in the court of appeals. The attorney's fees and costs must be paid by the licensee if they can be made out of him.

The mayors and chiefs of police in cities are commanded by the law to enforce its provisions in the cities and the sheriffs and county judges must enforce it in the counties, but the sheriff and county judge are not excused from enforcing the law in the city if the mayor and chief of police fail to do their duty. The county attorney and commonwealth attorney are required to prosecute the criminal offenses under the law and to file penal actions and forfeitures suits if requested and the requests are supported by affidavits stating the violations.

Heavy penalties and the removal from office are provided if the officials are convicted for not doing their duty.

DYING FAST.

MT. CARMEL, Pa., April 8.—If the present rate of decrease in the Mt. Carmel death rate keeps up, there won't be any deaths in this place in 1929, reckons Editor Kemble of the item.

Three of Ralph Smith's children are ill of typhoid fever. Mrs. Ona Chittum and children arrived here this week from California.